Metal plate full colour white background: 299 X 232 mm

Power meant death II

The turn curvature forced the lower wing airflow to deflect **up** into the constricted space between the wing and the prop. Constricting the airflow **accelerates the air past the constriction point (wing top), increasing the lift.** A higher power setting “flattened” the deflection, killing lift.

P-38L-1-LO "Eileen-Ann" Serial Number 44-24845

"*With regard to our continuing investigation into the crash that killed Major Thomas B. McGuire, I thought you might be interested to know the following from the evidence we've gathered so far. As you probably already know, if an engine on a P-38 were to, for some reason fail or not supply normal power while the plane is at or near the stall speed, then the plane will snap roll to an inverted position as it was reported happened to Major McGuire. The two surviving witnesses stated that* ***McGuire had reduced throttle in order to make a tighter***

turn *to gain the angle on the Japanese airplane that was attacking Weaver,* ***and that he increased throttle as the plane shuddered near the stall speed, and at that point, the plane instantly rolled inverted and crashed****."* (Throttle action is easily observable in the propeller discs.) **Aces High BB "What really killed Major Thomas B. McGuire." (March 01, 2002)**

Weight of remaining fuel in MacGuire's P-38L drop tanks**:** ***786 pounds*****/tank. *Lt. Royal Madden from the 370th FG, 9th AF, July 31, 1944 (P-38G vs Me-109G)*: "***We proceeded to mix it up in a good old-fashioned dogfight at about 1000 feet (305 metres).* ***This boy was good and sat on my tail for about five minutes****, but I managed to keep him from getting any deflection. -I was using maneuvering flaps often and finally got inside of him.--* ***Upon landing I learned that my two 500 pound bombs had not released. As a result I carried them throughout the fight*****."**